(c) No. Sir.

Railway Recruitment Boards

976. SHRI RAOOF VALIULLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that out of 19 Railway Recruitment Boards in the country only 5 have regular Chairman and 14 have *ad hoc* arrangements;

(b) if so, what are the reasons for not filling up the posts and since when the *ad hoc* arrangements have been continuing, Board-wise;

(c) what are the main objectives for setting up the Recruitment Boards and whether the same have been fulfilled; and

(d) what were the recommendations of the Efficiency Bureau of the Railway Board which conducted in depth study of the working of various Railway Service Commissions in 1981?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No, Sir, there are 7 Railway Recruitment Boards having regular Chairman and 12 having filled by serving railway officers as an *ad hoc* arrangement.

(b) Panel for one Railway Recritment Board is already with the Union Public Service Commission and another three are being finalised for sending it to the Commission. For the balance action is being expedited to finalise the panel for selection by Union Public Service Commission. The names of the Railway Recruitment Boards where *ad hoc* arrangements were made pending regular selection by Union Public Service Commission are as follows:

Name of the Railway Recruitment Board	*Ad-hoc arrangement with effect from*
1. Ajmer	8-9-83
2. Ahmedabad	19-3-84
3. Allahabad	16-8-82
4. Bhubaneshwar	19-8-86
5. Bombay	9-1-81
6. Calcutta	5-2-82
7. Gorakhpur	19-7-84
8. Madras	8-4-85
9. Malda	17-7-84
10. Muzaffarpur	16-5-81
11. Patna	15-1-87
12. Ranchi	29-8-84

(c) The main objective for setting up the Railway Recruitment Boards is to make recruitment against posts in the various group 'C' categories on the Railways. This objective has been and is being fulfilled.

(d) The main recommendations of the study conducted by the Efficiency Bureau are given in the statement attached.

Statement

Main recommendations of the efficinecy Bureau Report—1981

1. In order to cope up with the increased demands of staff by zonal Railways, new Railways Service Commissions may be opened at the following Places:-

(a) One in Rajasthan at Jaipur or Ajmer.

(b) One in Madhya Pradesh at Jabalpur or Bhopal.

(c) One at Chandigarh.

(d) One in Gujarat at Ahmedabad or Gandhi Nagar.

(e)One in Orissa at Bhubaneshwar.

(f) One in Kerala at Trivandrum.

2. Computerising the entire selection process in the very near future to cope up with the increasing work load of the Commissions.

3. Sub-dividing the popular categories into two sub-groups-one having higher pay scales of Rs. 330-560 and other having lower pay scale of Rs. 260-400 and raising minimum educational

qualifications/percentage of marks in qualifying examinations for the two sub-groups.

4. Standardising of the formats of objective type question papers for different categories of examination.

5. Elimination of printed application form and permitting applicants to apply on plain papers in the format as prescribed in the employment notice.

6. Dispensing with the printed call letters for written examination and including a detachable portion in the application form which could be used as a call letter to the candidate for the purpose mentioned above.

7. Completely abolishing the initial scrutiny of applications and allowing all the applicants to appear in the written examination. This scrutiny may be done before the candidates appear for the interview.

8. Dispensing with the practice of obtaining copies of various certificates/ testimonials alongwith the application form from the candidates, except that for certifying the SC/ST community, in proof of various entires made by him/her in the application form.

9. Dispensing with the practice of advising through postal letters the result of the selection to the candidates who could not get through the written examination.

10. Providing of enough number of recks of suitable height and pigeon holes/ partitions within the racks to keep the sorted application forms in an orderly manner.

11. Using franking machine for printing postal stamp value(s) on postal communications instead of affixing stamps of various denominations.

12. Introducing automatic roll number stamping machines for writing the roll numbers on application forms.

13. Raising the application fee/examination fee from Rs. 2|- to 12/- in case of general candidates (unreserved candidates) and from Re. 0.50 to Rs. 3/- in case of SC/ST candidates.

14. Exercising control by the Railway Board over the Administration of Railway Service Commissions:—

(a) Maintenance of proper records of various reports/returns submitted by the Commissions to the Board's office.

(b) Critically analysing the reports/returns with a view to monitoring the performance and advising the Railway Service Commissions of various corrective action(s) needed on their part.

Night services by Indian Airlines

977. SHRI CHIMANBHAI MEHTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines propose to start night services between the centres where night landing and take off facilities are available with a view to ensure higher utilisation of air-crafts and to give concessional rates to the passengers for odd hour journeys in view of increased traffic demands;

(b) whether any survey for such a proposal has been undertaken, if so, the details thereof; and

(c) if the answer to part (a) above be in the negative, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) Does not arise.

(c) The time available for completion of routine maintenance inspections and snag rectification of aircraft between the last flight and the first flight next day being limited Indian Air lines does not consider operating night services feasible.